

For Sale.

FOR SALE.

Prime "Young America" Cheese.
EASTERN CHEESE.

WHITELAND'S HAMS, Very Fine.
BONELESS CODFISH.
SALMON BELLIES in Kits.
MACKEREL in Kits.
Family PIG PORK.
Prime MESS BEEF.
LAMB'S TONGUES.
CRACKED WHEAT.
CORNMEAL.

COMB HONEY in Frame.
PEANUTS.
BARCELONA NUTS.
OX TONGUES.
LUMINI.

RYE MEAL.
PECAN NUTS.
HICKORY NUTS.
POTTED MEATS.
BARKLET PEARS.
PEACHES.
&c., &c., &c.

Ex "MINELAUS."

AN Invoice of Minerva's
PATENT FIRE PROOF SAFES
and
DEED CHESTS.
To be sold at Manufacturers' Prices.

T. & D. HENRY'S GOVERNMENT NAVY
CANVAS, all Numbers.
FLUX SEAMING TWINE.

Ex "HOPE."
WOODBURY'S COTTON DUCK, No.
1 to 10.

RAVEN'S DUCK, and
DRILLS.
COTTON TWINE.

Ex "APHAEEL."
A Large Assortment of
CROCKERY and GLASSWARE.

DINNER SERVICES.
DESSERT SERVICES.
TOILET SERVICES.
BREAKFAST SERVICES.
&c., &c., &c.

Ex "ANCHISES,"
and
LATE ARRIVALS.

RUTHERFORD'S Extra All Long FLAX
CAKES.

RUTHERFORD'S Royal Navy CANVAS.
RUTHERFORD'S Best Boiled Do.
Engine OIL & OIL.
English COTTON WASTE.
Flax PACKING.

Form's Patent CORDAGE.
Best English CORDAGE.
Galvanized IRON CHAIN, 3/16th, 1/4th
and 3/8th.

HUBBARD'S PAINTS and OILS.
TURPENTINE. Copal VARNISH.
French POLISH—SOFT SOAP.
OAKLEY'S Wallington KNIFE POWDER.
Plate POWDER. Plate BRUSHES.
Billiard CREAM. COE TIPS.
Metalline TAPE LINES.

CHURCH'S Patent PADLOCKS.
TUB LOCKS.
Cupboard LOCKS.
Box LOCKS.

FIRE GRATES.
Suspension and Bracket Patent Extinguishing
KEBOSINE LAMPS.
Roberts & Sons' CUTLERY.
Electro-plated WARE.
BUNTING and Bunting THREAD.
Bussor's PATENT PNEUMATIC GUN.

Royal Bristol GINGER ALE, in Pint
Bottles.
Jaffrey's India PALE ALE, in Pint
Bottles.

CLARET—Chateau THIBOUVE.
Jas Graves, Pilsa and Quarts.
Chateau LABOIS.
Breakfast CLARET.

HAUT SAUTERNE.
Sauter's White Seal SHERRY.
Do. Anacardio SHERRY.
Do. Very Fine OLD PORT.
Draught ALE and PORTER, sold by the
Gallon.

STATIONERY.
BOOKS.
TOBACCOES, and
CIGARS.

JOHN
MOIR & SONS,
GRASS & BLACKWELL'S,
and
AMERICAN

OILMAN STORES.

SHIP HANDLERY
of
Every Description.

SAIL-MAKING and RIGGING,
promptly executed.

MacEWIN, FRICKEL & CO.
Hongkong, July 20, 1880.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUER, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON MONDAY, the 2nd day of August,
1880, at Noon, the Company's S. S.
DJEMAH, Commandant HERNANDEZ,
with MAILS, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Species will be registered for
London as well as for Marseilles, and accepted
in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m. Specie and Parcels until 3 p.m. on
the 1st of August, 1880. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, July 20, 1880. au2

THE CHINA MAIL STEAMSHIP
COMPANY.

STEAM TO YOKOHAMA VIA KOBE
AND INLAND SEA.

THE S. S. SUMIDA MARU, Captain
HERNER, due here on or about the
2nd August, will be despatched as above
on SATURDAY, the 7th August, at Day-
light.

Cargo received on board and Parcels at
the Office up to 6 p.m. of 6th August.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.
To Kobe.....Cabin \$60. Stowage \$16.
" Yokohama & Do. \$75. Do. 20.
" Nagasaki.....Do. \$75. Do. 20.
A Reduction is made on RETURN CABIN
PASSENGERS.

CARGO and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's Office, No. 55A, QUEEN'S
ROAD CENTRAL.

Hongkong, July 20, 1880. au7

STEAM FOR
SINGAPORE, PENANG, PORT DE
GALLE, ADEN, SUER, MALTA,
BRINDISI, ANCONA, VENICE, MED-
TERANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
PERIA, Captain ROBBIE, will leave this
on MONDAY, the 2nd August, at 5 p.m.

For further Particulars, apply to
A. McIVER, Superintendent.
Hongkong, July 27, 1880. au3

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
TOKIO will be despatched for San
Francisco, via Yokohama, on WEDNES-
DAY, the 11th August, at 1 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
Freight will be received on board until 2
p.m. the 10th August. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
if required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.
Hongkong, July 20, 1880. au1

To-day's Advertisements.

FOR SINGAPORE, BRISBANE, SYD-
NEY AND MELBOURNE.
(Calling off the usual Coast Ports, and
taking through Cargo and Passengers
for New Zealand.)

The Eastern and Aus-
tralian Mail Steam Co.'s
Steamer
"Brisbane"
will be despatched as above on MON-
DAY, the 2nd August, at 2 p.m.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, July 31, 1880. au9

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY.

FROM BATAVI, SAMARANG, SOU-
RABAYA, MACASSAR, GORONTALO
AND MANILA.
The Steamer ship *Ayeh* having arrived
from the above Ports, Consignees of
Cargo are hereby requested to send in their
Bills of Lading to the Undersecretary for
consularization, and to take immediate
delivery of their goods.
Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.
Agents.
Hongkong, July 31, 1880. au7

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for any
Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
CHILDETH, British ship, Capt. Beadle.
Wiel & Co.
CLIFTON, British barque, Capt. Davies.
Rozario & Co.
GENERAL PA RCHILD, American barque,
Capt. David Kelly.—Melchers & Co.
VALLEY FORD, American ship, Captain
Uriel Douce.—Capt. L.

HELEN MARION, British barque, Captain
Roberts.—P. & O. S. N. Co.
ANGLO-BRITISH barque, Captain William
Whitely.—honest.

ROSIE WELP, American ship, Capt. O. C.
Wells.—Archbold, Harberg & Co.
HERMAN LEROUX, Norwegian ship,
Capt. S. Trope.—Anglais Laprain & Co.
ALEXIA, British barque, Captain George
Roberts.—Order.

JOHN R. STANHOPE, American barque,
Capt. H. G. Pillsbury.—Order.

ANNIE S. HALL, American barkentine,
Capt. Chas. H. Nelson.—Wiel & Co.
LULU, British 3-m. schr., Capt. James
Maher.—Order.

SHIPPING.

ARRIVALS.
July 30, *Lulu*, British 3-m. schooner,
378, Maher, Newchwang July 3, General
—Order.

July 30, *Annie S. Hall*, American barkentine,
455, Chas. H. Nelson, Newchwang
June 29, Beans.—Wiel & Co.

July 30, *Geelong*, British steamer, 1139,
A. C. Logan, Bombay July 10, Gallo,
Poussin, and Singapore, General.—P. & O.
S. N. Co.

July 31, *Ayeh*, Dutch steamer, 1609, H.
de Saed, Batavi July 1, Samarang 2, Sou-
rirabaya 10, Macassar 16, Gorontalo 20,
Manila 27, and Macao 30, General.—JARD-
INE, MATHESON & Co.

July 31, *Helen*, British barque, 499,
Hodge, Newchwang July 17, Beans—
ARCHBOLD, HARBERG & Co.

July 31, *Feng chow hai*, Chinese gunboat,
from Onongchow.

July 31, *Nemosa*, British steamer, 862,
Westley, Fouchow July 28, Amoy 20, and
Swatow 30, General.—DOUGLAS LAFRAIR
& Co.

July 31, *Yangtze*, British steamer, 782,
Schultz, Shanghai July 28, General.—
SIEMSEN & Co.

DEPARTURES.
July 31, *Priam*, for Amoy and Shanghai.
81, Ningpo, for Shan hai.
81, Diamante, for Amoy.

OLHARED.
Agent, for Hullo.
Penedo, for Saigon.

PASSENGERS.
ARRIVED.
Per *Nemosa*, from Coast Ports, Rev. N.
Sheshadri, 1 European deck, and 270 Chi-
nese.
Per *Geelong*, from Bombay, &c., 17 Chi-
nese.

DEPARTED.
Per *Priam*, for Shanghai, Rev. Lulu
Perez.
Per *Ningpo*, for Shanghai, 2 Europeans
deck.
Per *Diamante*, for Amoy, 7 Chinese.
To DEPART.
Per *Penedo*, for Saigon, 100 Chinese.

SHIPPING REPORTS.
The British barkentine *Lulu* reports:
First part light Easterly winds, latter part
strong S.W. gale and Northerly winds to
port.

The American barkentine *Annie S. Hall*
reports: First part of the passage light
airs and calms as far as the N.E. Promon-
tory when we experienced light S.E. winds,
from Turnabout light Easterly winds and
clear weather.

The Dutch steamer *Ayeh* reports: Left
Batavi July 1st, arrived Samarang on 2nd
and left same day, arrived Sourabaya on
3rd and left on 10th, arrived Macassar on
12th and left on 15th, arrived Gorontalo on
18th and left on 20th, arrived Manila on
25th and left on 27th, arrived Macao on
30th and left same day, and arrived in
Hongkong same day. During the passage
from Batavi to Gorontalo fresh East and
S.E. winds, from Basilian Straits to
Macao fair part of the voyage S.W. and
the remaining of the voyage N.E. winds.
The British steamer *Nemosa* reports:
Left Fouchow on the 28th inst., Amoy on
the 29th, and Swatow on 30th. Experi-
enced moderate N.E. winds and fine weath-
er throughout. Passed S. S. Kwangtung
bound up River Min on the 28th inst.
Guy Manning left Fouchow for Singapore
with full cargo on the 27th inst. In Foo-

chow, M. S. Moeren, S. S. Kemsure
Castle, *Thalia*, *Europa*, and *Beaumont*. In
Amoy: H. M. S. *Chedoke*, R. G. Fei Hoo
and *Ling Feng*, and S. S. *Lorne*. In Swatow:
S. S. *Hungarian*, *Chesio*, *Tientsin*,
Wenchow, *Douglas*, and *Bombay*.

CARGOES.
For S. S. *Oceanic*, sailed 24th July—
For Yokohama, 5,282 bags Sugar, 436 bags
Rice, 201 bales and 207 pkgs. Merchandise,
400 pkgs. Candles, 67 pkgs. Tea, 260 pkgs.
Soap, 100 pkgs. Powder, 146 pkgs. Sugar Candy,
21 cases Iron Wire, 200 bundles Nail Rod
Iron, 180 bundles Rattan, 600 sacks Flour,
and 52 pieces Ebony; for Panama, 1 box
Patna Opium 200 bags Rice, 10 pkgs. Tea,
and 23 pkgs. Merchandise; for Montreal,
851 pkgs. Tea; for Boston, 400 pkgs. Tea,
and 3 cases Chinaware; for France, 9,681
bags Rice, 144 bags Beans, 154 bags O.-fl.,
17 bags Black Pepper, 51 bags Sugar, 40
bags Sage, 16 pk. s. Medicine, 2,375 pkgs.
Merchandise, 1,713 pkgs. Tea, 2 pkgs.
Silks, 92 pkgs. Prepared Opium, 2 pkgs.
Patna Opium, 10 cases Opium, 30 boxes
Woodpacks, 100 bales Cornsacks, 1,309
bales Gunflint, and 980 Empty Quicksilver
Flasks; for San Jose de Guatemala, 3 kgs.
Silks; for Chicago, 1,602 pkgs. Tea; for
New York 880 pkgs. Tea, 122 bales and 1
cove Silk, 5 cases Silks, and 68 pkgs. Mer-
chandise.

Per S. S. *Orangutan*, from Canton Waters
to London, sailed 29th July—61,455 lbs. the
Congou, 187,863 lbs. Scented Capor, and
112,384 lbs. Scented Orange Pekoe—total
361,703 lbs. Tea.

POST OFFICE NOTICES.
MAILS will close:—
For AMOY.—
Per *Ayeh*, at 8.30 p.m., on Monday, the
2nd August.

For SAIGON.—
Per *Quinta*, at 5 p.m., on Monday, the
2nd August.

For MANILA.—
Per *Eleana*, at 4.30 p.m., on Tuesday,
the 3rd August.

For PORT DARWIN, ADELAIDE, MEL-
BOURNE, SYDNEY, &c.—
Per *Thales*, at 11.30 a.m., on Wednes-
day, the 4th August.

For STRAITS SETTLEMENTS AND
BOMBAY.—
Per *Geelong*, at 8.30 p.m., on Friday, the
6th August, instead of as previously
notified.

For JAPAN via KOBE.—
Per *Santia Maria*, at 5 p.m., on Friday,
the 6th August.

For NAGASAKI AND YOKOHAMA.—
Per *Mabaca*, at 11.30 a.m., on Tuesday,
the 10th August.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Djennah*
will be despatched on MONDAY,
the 2nd August, with Mails to and
through the United Kingdom and
Europe, via Naples, to Saigon, Straits
Settlements, Amoy, Swatow, Hongkong,
India (via Madras), Australia, New
Zealand, Tasmania, Fiji, Aden, Suer,
and Alexandria.

The usual hours will be observed in closing
the Mails, &c.

MAILS BY THE PORTUGUESE PACKET.—
The Australian Contract Packet *Brisbane*
will be despatched from Hongkong, on
SATURDAY, the 7th August, with
Mails for Singapore Thursday Island,
Cooktown, Cleveland Bay, Bowen,
Keppel Bay, Brisbane, Sydney, Tas-
mania, New Zealand, Fiji, and Mel-
bourne.

Correspondence cannot be Registered after
2.45 p.m.

The Mails will be closed at 2.30 p.m. Sup-
plementary mail on board with 10 cents
late fee till time of departure.

Correspondence for Southern and Western
Australia can be sent by this route if
it is sent as a general rule it is
better to send it via Galle.

Hongkong, July 16, 1880. au7

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Peking*
will be despatched on MONDAY,
the 9th August, with Mails to and
through the United Kingdom and
Europe via Brindisi; to the Straits
Settlements, Batavi, Samarang, Ceylon,
India, Aden, Egypt, Malta, and Gib-
ralter. This is the best opportunity
for forwarding Correspondence to Mau-
ritius E. Africa, the Cape, St. Helena,
and Ascension.

N.B.—This Packet carries no mails for the
Australian Colonies.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *City of
Tokio* will be despatched on WED-
NESDAY, the 11th Aug., with Mails
for Japan, San Francisco, the United
States, Canada, Honolulu, Peru, &c.,
which will be closed as follows:—

0.15 P.M.—Registry closes.
0.30 P.M.—Post Office closes, but Letters
for the United States and Europe may
be posted on board the Packet with
Late Fee of 10 cents extra Postage
until the time of departure.

Correspondence for Non-Union West India
(except the Bahamas and Hayti),
Monte Video, Paraguay, and Uruguay
cannot be sent by this route.

Hongkong, July 20, 1880. au11

HOURS OF CLOSING
THE FRENCH MAILS.
The following hours are observed in closing
Mails, &c., by the French Contract
Packet:—

Saturday.—
5 P.M.—Money Order Office closes.
Post Office closes, except the
Night Box, which is always
open out of Office hours.

Monday.—
7 A.M.—Post Office opens.
10 A.M.—Registry of Letters closes.
Posting of all printed matter
and patterns ceases.

11 A.M.—Mails closed, except for Late
Letters.

11.10 A.M.—Letters may be posted with
Late Fee of 10 cents until

11.30 A.M.—when the Post Office closes
entirely.

11.40 A.M.—Late Letters may be posted
on board the packet with Late
Fee of 10 cents until time of
departure.

MEMOS. FOR TO-MORROW.

RELIGIOUS SERVICES.—
St. John's Cathedral.—Rev. W. Jen-
nings, M.A., Colonial Chaplain, Morning
Service 11, Evening 5. Holy Communion
every Sunday, except the 2nd and 4th in
the month.

Military Service.—Rev. O. Gilbert Booth,
B.A., Military Chaplain. Parade Service
at 8 A.M. Holy Communion on the second
and fourth Sundays at the conclusion of
the Parade Service. (A Voluntary Service
is held in the Garrison Theatre at 7.45
P.M.)

Union Church.—Morning Service, at
11 A.M., Afternoon 5 P.M.—Divine Service
in Chinese, 2-3 P.M. every Sunday, with
communion on first Sunday of every month.
—Rev. Dr. Chalmers.

St. Peter's Seamen's Church.—Rev.
C. Gilbert Booth, B.A., Seamen's Chaplain.
Service at 6 P.M. Morning Prayer and
Holy Communion on the first Sunday in
the month at 11 A.M. All seats free.

London Mission Chapel, Queen's Road
West.—Hongkong Christian Association
Service for Seamen, Sunday and Thursday,
7.30 P.M.

St. Stephen's Mission Church.—Rev.
J. Grundy, and Rev. Le Sam Yuen.
(All Services in Chinese.) Morning
Prayer—Liturgy, Ante-Communion, and
Sermon, at 11 A.M. Bible Class, at 3
P.M. Teaching, at 6.30 P.M. Holy Com-
munion, 1st Sunday in Chinese month.

Baptist Founding House.—Services in
the German language, by Pastor F. Kitzke,
every Sunday, at half-past ten A.M., in
the Chapel of the Berlin Foundling House,
West Point.

St. Joseph's Church, Garden Road.—
8 A.M. Mass and Sermon. 6 P.M. Evening
Service, Benediction.

MEMOS. FOR MONDAY.
Shipping.
Noon.—Fishes leaves for Amoy, &c.
Noon.—French Mail leaves for Ports of
Cali and Europe.
Goods per *Ferona* undelivered after
this date subject to rent.

Miscellaneous.
Local Banks close.

THE
HONGKONG DISPENSARY,
Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' SCANDINAVIAN, NORSEY REQUIS-
ITES, TOILET REQUISITES, ESSENCE,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water,
Gingerade, Potions Water, Sarsaparilla
Water, and other Aerated Waters.
27, The Hongkong and Shanghai Bank
and Commercial Building, opposite the
Hongkong, June 1, 1876.

PASSENGERS arriving in Hongkong, or any
other persons who may desire to con-
sult the files of local, China, Japan,
American, English, Indian or Aus-
tralian newspapers, are invited to call at
the "CHINA MAIL" Office, where over
sixty newspapers, dailies and weeklies,
from these countries, are now filed for
reference.

BIRTHS.
At Swatow, on the 28th July, the Wife
of P. CAMPBELL, of a Son.
At Shanghai, on the 23rd July, Mrs G.
T. BARRY, of a Son.

The publication of this issue commenced
at 7.55 p.m.

The China Mail.

HONGKONG, SATURDAY, JULY 31, 1880.

The particulars which have been already
published, together with verbal accounts
that have reached us, concerning the
recent terrible experiences at Manila,
point conclusively to the fact that the
catastrophe which has now fallen upon
the capital of the Philippines is far more
severe than anything which has yet been
recorded. All our correspondents agree
in one particular—that it is utterly im-
possible to describe in words the sen-
sations of that fearful week; but it
should be noted, in order to enable us
to form some idea of the real nature of the
calamity, that great earthquake shocks
experienced in the Philippines have
hitherto been short, sharp and decisive.
The frightful development of the late
visitation, on the other hand, has been
extended over eight or ten days, and
the agony of suspense and fear of death
which have been concentrated into that
period are such as can never be realized
by those outside of their immediate in-
fluence. It will readily be believed that
the most tremendous test of human nerve
is that of awaiting and expected doom;
and when such is sustained for over a
week, the strongest nature must give
way under such a tension. It has been
said that nothing is so directly calcu-
lated to shake the foundations of our
mental and physical nature as the loss
of confidence in the solid earth. The
effect of sea-sickness may be quoted as
a partial illustration of the feeling; but
that is temporary and is so common as
almost to have now become a subject
for jocularity. The sickness of the heart
caused by continued earthquakes which
has been described and felt by eye-
witnesses of these awful scenes is some-
thing far different from that of the sea.
A chill of the heart seems to paralyse all
action, and the dread of something to
come, coupled with the loss of confidence
and security in everything that is, con-
jures up something very like despair.
So much for the personal effects of such
visitations—which comprise death by
shock, lifelong illnesses from shattered
nerves, and permanent harm to all but

We gather from the paragraph quoted below that the "Press Commissioner" bubble has burst, and we cannot but congratulate our morning contemporary upon the result. Others than the Editor of the Press have made the discovery which he now announces to his readers, and have wondered that he took so long time over a thing apparently so simple. The Press writes:—

On Wednesday we published a paragraph giving what purported to be a résumé of the official correspondence relating to the dispute in reference, amongst other things, to the appointment of Lieut. O. C. Cox, of the 27th Regiment, as the aide de camp to the Governor. We received the information from a source which must necessarily have been well informed on the matter. But information received from other sources gives us grave reason to doubt the accuracy of some of the statements published by us. Seeing the importance the dispute has assumed it is unfortunate that the documents referred to are not accessible. In the absence of these we can only say that if we have done an injustice to anyone in what has appeared in these columns we are sorry for it. We have not the means of forming an opinion on the merits of the dispute, and the information we published was received in the most perfect good faith, unreservedly relying on the veracity of our informant.

We are informed that the s. s. *Yorikomo Maru*, shortly expected here, will not run between this port and Hongkong, but that she will be used by the Mitsui Bussan Kaisha for the coal trade between Kuchino and Shanghai.—*Mercury*.

Says the Shanghai Mercury:—

The Island Colony does not seem a very promising place for a Railway. But the plan of a railway to the Peak is being discussed. The Peak is 1700 feet high, and the temperature ten degrees lower than at the sea level, and the South West monsoon breeze is very refreshing up there. We suppose a railway on the Fell system would answer; at any rate it did not pay, it would be very convenient. Fortunately for the Colonists they have no Mandarins to root it up, or "Jintims" to libel the promoters in the Times.

From the *American Exporter* for June we learn that Mr. Agre Takato, Secretary of the Japanese Legation at Washington, committed suicide on the 6th May. He was found on the floor of his parlour with a pistol in his hand, with which he had shot himself through the head. He had been educated in the United States, and was a gentleman of unusual ability and of most agreeable manners. Before being assigned a place in the Legation at Washington, he held an important official position in Japan. The only clue to the cause of the suicide was a letter left by him, written in the Japanese language, in which he stated that he had been concerned in the insurrection of 1877 in Japan, and forfeited his honour.

A Madras paper remarks:—

The Opium Act, 1. of 1878, is to come into force in Southern India on the 1st July, and the duty of Rs 700 will be levied on each chest of Malwa opium of 140 lbs. airdrop, net weight imported into this Presidency. The duty is not a new one, but obvious, as the imports of opium into this Presidency by sea in 1877-78, the latest year for which we have full returns, were valued at only Rs 195, and the exports were nil.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

The fourteenth ordinary meeting of the Shareholders in the above Company was held in the Company's Office this afternoon, for the purpose of presenting the report of the Directors, and the statement of accounts to 30th April last, and of declaring a dividend. There were present the Chairman, H. H. Nelson, Esq., who presided, and Messrs A. McIver, Deacon, W. K. Hughes, T. G. Williamson, T. Jackson, A. S. Garfit, C. Erdmann, J. R. Anton, A. T. Manger, A. G. Morris, L. Poesnecker, M. E. Sassoon, R. Deacon, J. Y. Vernon, W. Forrest, Chee Hee, B. Goldsmith, &c.

The advertisement having been read convening the meeting, and the report which has been in the hands of the Shareholders for some time and has been published in our columns having been taken as read, The Chairman said this was the fifth occasion on which he had had the pleasure of presiding at the general meetings of the Company since the failure of the late General Agents. The Directors could on the present occasion congratulate the Shareholders on the favourable report put before them. The amount they had now to dispose of was some \$50,000 more than they had last year. They had abandoned block risks last year, which on previous occasions had brought in a considerable amount of money to the Company; but in spite of that, the amount of the net earnings was nearly equal to the gross earnings last year. This showed that the Company had been doing a satisfactory business. There was a slight increase in dividend over that of last year. He believed the Shareholders would be satisfied with the amount of money that had gone to increase the value of their property. The bonus paid to the customers of the Company he believed would be satisfactory. There had been a sum of \$93,687.84 carried to the Reserve Fund, which was now \$425,000, or 12 1/2 times more than the paid-up capital of the Company. This was satisfactory, and would tend to secure the confidence, and the support of the public to the Company. Turning now to the statement of accounts, he said it spoke for itself. These funds were well and properly utilized. Those invested in Indian Government paper and in Indian guaranteed Railway were of higher value now than when the accounts were made up. He had little more to add to the report that was in their hands. The business of the current year was progressing to the satisfaction of the Directors. On the whole, he thought, the Company might look with satisfaction to the progress the business of the Company had made within the last few years.

and might look also, he thought, with confidence to continued success in the future. He concluded by moving the adoption of the report.

Mr. Manger seconded the adoption of the report, which was carried unanimously.

Mr. Erdmann proposed and Mr. W. K. Hughes seconded a motion confirming the nomination of Messrs M. E. Sassoon and Poesnecker, who had been invited to place on the Board by the Directors in place of Messrs E. E. Sassoon and J. Arnold, who had left the Colony.—*Carried*.

The Chairman proposed that Mr. A. McIver and C. Erdmann, directors, who retired by rotation should be re-elected. This was seconded by Mr. Anton and carried.

Mr. McIver proposed and Mr. Morris seconded the re-election of the Auditors, Messrs H. Smith and T. Arnold.—*Carried*.

The Chairman stated that the dividend warrants would be ready on Monday.

A vote of thanks to the Chairman closed the proceedings.

Police Intelligence.

(Before J. J. Francis Esq.)

Saturday, July 31.

AN OBSTRUCTIONIST.

Hung Akun, unemployed, was charged with causing an obstruction in the public streets yesterday evening. P. C. No. 75, William Beckett, said that he was on duty at half past 7 o'clock yesterday evening in First Street, West Point, when he saw a large crowd, which dispersed immediately on his making his appearance. About half an hour after he saw another crowd in the same place and approached quite close to them without being observed. They had a small table with a candle and a few cash and cents. The prisoner was standing with his back against a tree and another man was leaning up the wall. When he alighted on the table the prisoner received money in payment on account of the tea.

Defendant said he was taking a walk and went to buy something from a hawk, when he saw a number of people running and he was arrested by the constable.

Fined \$24 in default, three months' imprisonment with hard labour.

LARCENY OF GOVERNMENT PROPERTY.

Pun Achei, a caulker, was charged with stealing a quantity of copper nails, the property of the Admiralty, on the 30th inst. George Greig, chief carpenter's mate in H. M. S. Naval Yard, appeared to prosecute on behalf of the Naval authorities. He had been supervising the repairs to H. M. S. *Midg* in the docks at Hongkong, and he recognized the copper nails in Court as Government property.

Leong Aching, a watchman on board the *Midg* at the Docks, said he saw defendant pick up the nails, and he arrested him with the nails in his possession, as he was leaving the docks.

Defendant denied the theft, but admitted a conviction of unlawful possession so late as the 12th of the present month. His Worship remarked that the light punishment dealt out to him on his last appearance in the Court did not seem to have done him much good; he would therefore now sentence him to six months' imprisonment with hard labour.

SUPPOSED THEFT OF HUMANE SOCIETY PROPERTY.

Lum Akun, a servant, and U Tai, a marine hawk, were charged with being in possession of a life belt, the property of the Hongkong Humane Society, which he had taken from the cause to suspect was unlawfully obtained.

Defendant said he bought the belt from another hawk.

The case was discharged, and the belt was ordered to be given up to the Hon. Secretary of the Society.

THE "BOWEN" CASE.

This case in which twenty-six Chinese are charged with an attempted piracy on board the S. S. *Bowen* was again called in Court to-day.

Mr. A. B. Johnson, Acting Crown Solicitor, appeared for the prosecution and called the Comprode of Messrs Gibb Livingstone & Co., who said that a little over two months ago he received certain information respecting the steamer *Bowen* which he communicated to Mr. Lowcock. This led to a message being sent to Singapore. The man who gave him the information was well known to him by sight, but he did not know his name. He had often seen the man before, during many years, but had never spoken to him. He had often met him in the street and believed he was a police constable but was not quite sure. He is the only man who had spoken to the witnesses on the subject, and he at once lodged the information with Mr. Lowcock. He had never seen him since, and he has had no other information from any source.

Mr. Johnson said he had no further evidence this morning and applied for a further remand to enable him to obtain other evidence from Singapore.

His Worship expressed his unwillingness to grant a further remand unless Mr. Johnson could produce some one who would say on oath that there was a probability of material witnesses being produced from Singapore. These men had been detained in custody simply on an investigation made by Captain Miller, but as yet there was not a title of evidence to connect these men with the box of arms found on board. The conspiracy, if any was completed at Singapore, which was quite out of the jurisdiction of this Court, and there was nothing to show who brought the arms on board. Certain conversation was spoken to as having been heard on board, but there was nothing to connect one of these men with that conversation. The box might have been put on board at Sydney and there was nothing to connect these men with it; there was not the shadow of a case against any of these men. He would remand the case till Monday, if the Attorney General, who had been in a position now to say whether he had material evidence to bring forward or not.

His Worship remarked that these men had been charged so far back as the 11th of June, and there had been ample time since to ascertain whether there was sufficient evidence obtainable from Singapore; he, Mr. Johnson, as prosecutor should have been in a position now to say whether he had material evidence to bring forward or not.

Mr. Johnson said he would accept a remand till Monday, to consult in the meantime with the Attorney General.

The case was accordingly remanded till Monday next, at 10 a.m.

CORRESPONDENCE.

THE GOVERNOR AND THE GENERAL.

To the Editor of the "CHINA MAIL."

Hongkong, 31st July.

Sir,—I was pleased to see in to-day's issue of the *Daily Press* a straightforward expression of regard that a statement had appeared in its columns on Wednesday which there was reason to fear was not accurate, although the source from which the information was received gave no room at the time to question its perfect reliability.

There is no person named Mr. Cox in this Colony who has taken any interest in the differences that have arisen between the Governor and the General who does not believe that the statement referred to, and also that of the 21st May similarly published, were directly inspired by the Governor, or not really written by him. Who else could twist facts so adroitly, and so cleverly introduce matter likely to mislead?

The writer of the *resumé* made it appear that Colonel Hall's letter to the Home Authorities, submitted by Lieut. Cox's name for the appointment of *aide-de-camp* to the Governor, was written with His Excellency's knowledge and approval; and that the Governor also suggested pointing out to Lieut. Cox was not a qualified Officer. Now the truth is that a desire to appear to know everything and to figure as a Commander-in-Chief practically as well as theoretically led His Excellency into putting forth a statement that is quite erroneous.

The Governor, I have reason to believe, never saw the letter, and it was not within his province to approve or disapprove of it. Lieut. Cox was an officer of less than twelve months' service, and it was a gross blunder appointing him A.D.C., and the appointment as soon as known at home was cancelled, and it is rumoured before General Donovan's return that the Governor's wishes and confirm the appointment even reached the Horse Guards. For withdrawing Lieut. Cox from the service of the Governor your readers will remember His Excellency attempted to ensure the General in the matter of the *aide-de-camp* to the *Daily Press* on 21st May. But the General did his duty notwithstanding the Governor's wrath.

With regard to Colonel Hall sitting as a member of the Executive Council in the General's absence from the Colony there appears a difficulty in arriving at a decision from what are currently accepted, I should say General Donovan did not interfere with Colonel Hall, for the Gallant Colonel sat as a member when the General visited the Straits Settlements.

Lastly, the Governor is reported to have been discussing in Council Military matters when he is in no way qualified to form an opinion, and he has been assuming an authority which he does not possess. It is understood that in these discussions touchy subjects were brought forward, and properly thought it better to take no part, an honorable course which doubtless was appreciated by the General; but the statement in the Governor's *resumé* that Colonel Hall was instructed to give no reasons for declining to be sworn in, I believe, utterly false.

To Colonel Hall the British as officers are possible, and that they are not doing by spreading dissatisfaction amongst the men through injudicious appointments which have nothing to excuse them.

["Fireman" will probably excuse our insertion of the "Nozzle" effusion when we are told that he declined to find a place for it, the relative feebleness and strength of the two sides of the question would have been much less apparent than it now is.—*Ed. C. M.*]

THE FIRE BRIGADE.

To the Editor of the "CHINA MAIL."

Hongkong, July 31.

Sir,—I have been much excited in mind these last two days trying to understand the meaning of the letter signed "Nozzle." I do not believe I ever came across a more wretched piece of English composition, and I must confess, I am totally unable to make anything of it, twist it which way I will. I fear my education has been neglected in my youth, or perhaps "Nozzle's" has been too highly cultivated for me to be able to appreciate the beauty and richness of his effusion.

His second paragraph is so totally mysterious and incomprehensible that I pass on to the "Rad Jockies," and wonder what they might under any circumstances be called upon to do. With regard to the Dramatic Corps, their proficiency as amateur actors for the amusement of the public is such as to render them a fit object for emulation on the part of the Fire Brigade.

"Nozzle" is probably a misprint for "Nozzle," and, if you will excuse me, I think that that correspondent's literary efforts were more deserving of a place in Bessy's waste-paper basket than in the columns of the *China Mail*.

FIRE BUCKET.

A MATTER WELL WORTH ATTENTION.

To the Editor of the "CHINA MAIL."

Hongkong, July 31.

Sir,—I think it is time to have the walls of our public Buildings and other places defaced by placards announcing the arrival of Travelling Performers, &c., but there is no public officer whose duty it is to prevent such placards from remaining on the walls of our public Buildings. The advertisement of Ben Allah's conjugal performance was posted on the highly ornamental steps near the Beaufort Arcade, long enough to satisfy anyone.

JUSTICE'S JUSTICE.

To the Editor of the "CHINA MAIL."

Hongkong, 31st July.

Sir,—My mind is naturally repelled at all intemperance. However, when I see that in two Courts on the same day each presided over by a learned barrister—different conclusions are arrived at, it is becoming of one to think what is the local law, if indeed any such exists. One need not necessarily be impressed because a mere ordinance of Justice, if it is really such, was committed before the new law was promulgated—the remedy thus reverting to common law; the penalty being a fine for the use of Her Majesty and ten dollars for the privilege of being tried at every man's feet above one to thirty. So long as I was to receive \$10 a shot, I would listen to the whistle of revolver bullets all day long with delight, granting in the first instance that the firing party were skilful. The other case is more of an analytical one. An approved officer wishes to discharge himself of a semi-drunken turbulent pet, and when the ends of utility were exhausted threatened to shy a Zulu curio at him—the shyer becomes hoity-toity, and appeals to stern justice—the got that, but who is to pay? Colonel Mosby has a past history which nothing subsequent can possibly efface. Some fifteen or twenty years ago his name was used to frighten the nursery with Northern nurseries are referred to—and to think of one of his calibre assisting in such a case—with the Bailey-Loring matter still

on his mind—is more than would be passing strange. Anyhow he was informed that he must not throw his quill-pens about among unruly sailors. If it ever be my unfortunate lot to fall into that Police Magistrate, I should about all things desire to select my Weapon.

Yours &c., H. K. B.

CHINA.

SHANGHAI.

(N. O. Daily News.)

The M. B. Co. steamer *Toku Maru* arrived yesterday morning (25th). On Saturday night there was a rumour among the Chinese that she had been lost, and early yesterday morning no word of her arrival had been received. The United States Consul-General was asked if the *Toku Maru* would go out and cruise where the *Toku Maru* would be likely to be, and on the commander of that vessel being made acquainted with the request, he said that his repairs were not quite completed, but that he would push them through, and though he could be ready to start at sunset. About 10 a.m., however, a telegram was received from Nagasaki announcing the arrival of the steamer "all right." It is supposed that she must have anchored during the night, probably near the Saddle to avoid the bad weather which was threatened.

The French man-of-war *Adonis* leaves on Saturday for Chefoo (24th). It is expected that she will stay at Tientsin during the winter.

From private sources we hear that on Tuesday twelve pirates were beheaded at Ningpo, and that on the same day four more were captured in the vicinity of Foochow.

At 4.30 a.m. on the 22nd inst., in rounding Tiger Island on her way to Ningpo, the U. N. Co. steamer *Tsun* came into collision with a papio of about 500 tons capacity lying at anchor. We understand that the papio showed no light, and the vessel was not seen by the officers of the *Tsun* till the steamer was close to it. The engines were stopped, but the vessels were too near each other to escape coming in contact, and the *Tsun* carried away the foremast of the papio and inflicted some injuries on her bow.

We hear that the *Tsun* was given by the Chinese when asked by the British Consul at Ningpo, to whom he complained, why he had no lights, was that his paper lantern did not form a sufficient protection to the candle in it.

Another case of drowning occurred in the river yesterday (25th). The unfortunate victim was Henry Leonard, third steward of the O. S. Co. steamer *Cyclops*. It appears that about eleven o'clock on Saturday night, the deceased and one or two shipmates having been ashore, returned to the *Cyclops* in a sampan. His friends having left the sampan, Leonard was left in it and stretching over the bows to reach the ladder by the ship's side, it is supposed he gave the sampan an impetus away from the ladder, which he failed to reach, and he fell into the water. An alarm was given, a boat was manned and lowered for his assistance, and a lifebuoy thrown overboard in case he should rise. The sampanman also dropped astern, presumably to try and save him if he came to the surface. He was not, however, seen again. The deceased could not swim. The captain gives him an excellent character, and says that it was his first voyage to sea.

We understand that H. M. S. *Albatross* is expected here in the course of a few days.

She left Hongkong on the 21st inst., but it was then said she was going to Nagasaki, & a day.

We hear that H. M. S. *Lily* is expected to leave for Chefoo on the 2nd prox., when she will take a Gatling gun to H. M. S. *Shanghai*, who will probably remain at Chefoo about ten days, and then return to Loo-choo.

The U. S. S. *Albatross* is expected here to-morrow night (27th) or Wednesday morning, with Mr. James B. Angell, a United States Minister, on board. Mr. Angell is going to see a passage by the M. B. Co. steamer *Genki Maru*, due here on Thursday.

News has been received (27th) from the North which would tend to show that political affairs in the capital are becoming more complicated than ever. It was rumoured in Tientsin that Colonel Gordon's stay in Chefoo was the result of a communication he received from Sir Thomas Wade, of a nature which required consideration before he proceeded further. The correspondent goes so far as to say that the Colonel was requested to retire, and that he was to be given a safe passage to the coast, but as it was his fixed desire to persuade the Chinese not to go to war with Russia, both in their own interests and in those of the world, and especially in those of England, a course in perfect accord with the policy supposed to have been pursued by Sir Thomas Wade with the Chinese authorities, it is difficult to believe that any such obstruction has been placed in his way. There is confirmatory evidence, however, that something has occurred, for that Colonel Gordon arrived in Tientsin in the *Toku Maru*, he expressed his intention of returning in her to Shanghai, and when she left he stated that he should wait for the *Penang*, which came away shortly afterwards, but he was not among her passengers. She was the last steamer to leave Chefoo, and we know nothing further of the Colonel's movements.

Another unexpected item of news contained in two letters we have seen is to the effect that Lieut. Huu-chang is to be removed from the Vice-royalty. It may be said that he has been removed to retire, and that he is to be succeeded by his nephew, but it is not likely that he will result in grave consequences. Still, it is said that his enemies have violently criticised his failure to make China prepared for war after the money he has spent with that end in view, and it is further asserted that certain Chinese have discovered that he has been in clandestine communication with Ouhing How. Regarding this, our correspondent says a memorial has been presented to the Throne; and the outcome of it may be that an attempt is to be made to remove from the Vice-royalty the position he holds. We can only, however, speculate on the indefinite information we have received.

The P. and O. steamer *Perlin*, with London dates to the 28th June, passed Gatiaid at 5 a.m. on Saturday. Her mails were received at 1.25 p.m. at the British Post Office, and the delivery was commenced at 1.39 p.m. It will be seen that the mails from England have reached us in 56 days, which is highly creditable to the P. and O. Company.

On the 23rd inst. we mentioned that twelve pirates had been executed at Ningpo. Our correspondent now writes that only eight were beheaded and four remained to be dealt with. He could obtain no particulars of the nature of their crimes, but it was generally supposed that they had been guilty of depredations in the Chusan Archipelago. Two of the men executed belonged to Chinghai and the others were from the "Laloo district."

As most of our readers are aware, the present spring tides have been unusually high. On Saturday night the water came up on the grass-plate on the forechairs of the English Bund and was within a few

inches of the top of the wall on the French Bund. At the Highwater Wharf, on Friday and Saturday nights, the officials had actively exerted themselves to provide against the contingency of the water coming into the godown, more particularly that one near the lower Customs office. This tide did rise so high that had even a steamer come up the river the floor of the godown would have been flooded and much damage might have been done, but as it was the precautions taken prevented any mischief.

(*Mercury*.)

We hear that matters do not look at all bright up North.

The *Amazon* made a passage of about 57 hours and the *Peking* 68 hours up. Fast passages comparatively for these times.

The S. S. *Nishiki* *Nagasaki* has declined to take in tea, and has gone, or is going, to Japan to take in coal, no doubt to serve as a tender for the Russian fleet.

General Meany has taken up his residence at Chung-king, where the Chinese authorities "dropped" him en route from Kweichow.

The German steamer *Asia* left Nicolaieff on the 31st inst. for Aniva Bay, (Saghalien) where she will load with seaweed for Tientsin.

The Danish steamer *Asia* left Nieuw-ewsk on the 17th inst., via Dai (Saghalien) with coal, calling at Vladivostok, for Shanghai. She has been chartered by Mr. Belskitch, the agent of the Saghalien Coal Mine Company and steamer *Grand Duc Constantin*, who is on board of her.

The question of transferring the Russian headquarters from Vladivostok to Olga Bay, we hear, has been settled at St. Petersburg. It is stated that Vladivostok is to remain the chief port for the East Sea. The fortifications at that place are nearly finished. There are now five batteries.

The steamer *Nishiki* *Nagasaki* left Vonnag on Saturday inst. (24th) for Nagasaki. We hear that she carried 300 passengers, of which 302 were males and 123 females, to Dai in good health; they behaved very well during the voyage and in ports of call. After landing them at Dai, about fifty of them ran away.

JAPAN.

(*Gazette*, 16th-22nd.)

The price of rice is steady if not actually on the increase. To-day's quotation (20th) was 11.45, an enormous rate in comparison with the large crop and the acknowledged surplus.

The American barque *Garibaldi* has been purchased by Mr. P. Bohm for \$7,500.

It is proposed to build a new dry dock at Yokohama. There is a large and increasing traffic between Yokohama and Yokohama, and as the steamers plying between the two places are very small and devoid of passenger accommodation it is to be hoped the company will see the advisability of putting on larger and faster vessels.

During June last the Osaka mint turned out:—

Gold	value yen	18,425
Silver	"	1,177,579
Copper	"	149,514
Total	"	1,345,518

DISASTER IN THE INLAND SEA.

The *Hogo News* furnishes the following particulars of the steamer disaster referred to in an extract we published the other day:—

A dreadful accident has happened to one of the Japanese steamers which ply between Kobe and the Inland Sea ports, probably causing great loss of life, but full particulars are not yet to hand. What we know of it has been learned from the captain and chief officer of the *Genki Maru*, which arrived here (*Hogo*) yesterday (11th inst.) About eight o'clock in the morning (Sunday), while fifteen miles east, three-quarters north from Steep Bluff (or about 42 miles from Kobe), they sighted a Japanese steamer heading down a stern up. On going close to the wreck as possible, the Captain found that there were no persons on it or near it; the stern rail and after-deck house were visible above water, but she was awash amidships; the main trussel was set. At a distance of some miles from the wreck a crowd of boats was seen, with some wreckage, but they were close up to the beach, in very shallow water, and could not be approached. It was evident that the steamer must either have been blown up or run into. The name of the steamer is said to be the *Hakusai Maru*, one of the small Japanese steamers plying down the Inland Sea. She was entirely manned by Japanese, and there is great probability that the disaster was caused by an explosion of her boilers; for these little steamers are rased with most culpable folly, and Japanese engineers are not to be depended upon. This morning we hear that a number of Japanese suffering from scalds and burns were yesterday brought up to the *Hogo Hospital*; and it is said they are the survivors of wreck. We hope to give fuller particulars in our next issue.

The steamer wrecked near Steep Bluff was formerly known as the *Kobe Maru*, and now named the *Hakusai Maru*. She belongs to Mr. Sumitomo, and is an old boat, having run between Kobe and Osaka in the days before the railway was opened. Three men have been landed here and sent to the Hospital, suffering from scalds. A report of the occurrence has been sent to the head office at Osaka, but the agents here pretend to be unable to give any particulars; so that until the report sent to the head office at Osaka is made public no reliable information further than we have given is likely to be obtained.

THE TRANSIT PASS SYSTEM.

The following is an extract from an article of 21 columns appearing in the *Shanghai Mercury* on the above subject. After putting it in that "Six Thomas Wade, and the previous feeble Minister to China, Sir Rutherford Alcock, have allowed themselves to be persuaded by Mr. Robert Hart that when a treaty is made stipulating that taxes can be commuted by one payment at the ports it really means to provide that the taxes are to be paid all over again—when the goods are delivered to Chinese," that "in fact the British trader can pay what he likes, but if he commits the crime of selling his goods to a Chinaman they are no longer to be protected," and remarking that "that is a brilliant result of two wars, of the capture of Peking and the sack of the Summer Palace," the writer proceeds:—

With similar casuistry the clauses allowing produce to be brought down

under transit-passes have all been whitened away. The notion of trade, perhaps, of Consuls and Ministers, whose minds have been occupied since early youth in studying the intricacies of the Chinese literature, the obscurities of the Buddhist Bible, and the proper way and time for a consular or diplomatic official to bob his head and straighten his knee to a high Mandarin, and who are, it may be, secretly burning to have an opportunity of knowing to the Son of Heaven—instead of learning political economy and mastering the operations of trade—their notions of trade, we say, are probably confined to buying goods and paying for them with money. They are probably ignorant that trade consists fundamentally of exchange; that trade cannot be carried on unless it is profitable to both sides. In order to sell more of our imports to Chinese, it is necessary to take their produce in exchange. In order to take more of their produce, we must give something in exchange. Both sides are perfectly willing to exchange their commodities, but the transit-duties, barrier charges, *lehin* taxes, by whatever name the exactions of the Mandarins are called, prevent the exchange. The Mandarins take for themselves so large a portion of the commodities that trade becomes impossible. Why then does not the foreigner use the transit-pass? He attempts to do so, but not caring to travel long distances in the interior, and being ignorant of the language and of the customs of the interior markets, he entrusts a Chinaman with the business; by and bye to lessen risk and loss by dishonesty, he lets the Chinaman bring down the goods under the pass on some kind of joint account arrangement in his name. The Mandarins object to their squeezes being curtailed, seize the Chinaman's books and complain to the British Consulate that this method of exchanging imports for exports is against the Treaty. The Consul busies himself with the ownership of the goods, and the trade is stopped. Then we find a British journalist backing up the British Consulate and the Chinese organs (for they have now more than one foreigner who vilifies his fellow-countrymen with a hired pen). The journalist we refer to is the *China Mail*. We should have supposed that abuse of those who conduct the external trade of China was not the rôle of an English newspaper; the hard words applied by the *China Mail* to the system, absolutely necessary if trade is to be carried on at all, of covering up all goods imported and exported in foreign hands—and merchants in all the ports are convinced that it is their business to carry on trade—would seem appropriate enough to a Chinese organ, but hardly to a newspaper which we should have supposed would have considered it its business to represent commercial interests. The *China Mail* does not descend from abuse to arguments. It quotes three sinologues, Mr. Alabaster, Mr. Macgowan (at the meeting of N. C. B. A. S., where we should have supposed politics were out of place), and Mr. H. A. Giles. The last named gentleman, who is his Glossary—"... many foreign merchants having taken out passes for goods owned by Chinese, and thus inflicted great injury upon the native Customs' duties." We should have supposed that Mr. Giles' business was to protect British traders and those they trade with, and not to concern himself with the native Customs' duties. Nor is it a matter of concern to him to whom the goods belong; if they have a pass, they belong to the holder of the pass, being in his order and disposition. We may say much

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$5.00 postpaid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a rounded in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head replies) and "Queries" (tail replies), as also those queries which though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1879, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All are interesting and enterprising. It is a sixty-paged, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the *Review*. Address *China Review*, Hongkong—Northern Christian Advocate (U.S.).

Traveller's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The greatest degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Shi King*, by the Rev. E. J. Eitel, on which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poetess of the eleventh century, Su Tung-p'o, by Mr. E. C. Bover, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine."

THE CHINA MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing. The proprietors, having their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—in almost limitless. It on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials with Local, Shipping, and Commercial News and Advertisements.

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NOTICE TO SHIPPERS.
Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

Vessel's Name.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers							
Alcoa	5 h Wickmann	Ger.	str.	81	July 31	Stimson & Co.	
Ajch	5 c Neef	Dut.	str.	1509	July 31	Jardine, Matheson & Co.	Bangkok
Danube	5 c Clancy	Brit.	str.	561	April 25	Yuen Fat Hong	
Diamante	5 h Oulles	Brit.	str.	514	July 30	Russell & Co.	
Djinnah	5 c Hernandez	Feb.	str.	3060	July 30	Messageries Maritimes	
Djinnah	5 h Stepani	Brit.	str.	117	July 30	K. & W. P. & Co.	
Fokien	5 h Abbott	Brit.	str.	509	July 31	Anglo Siam Co.	
Gueloup	2 h Logan	Brit.	str.	1139	July 30	P. & O. S. N. Co.	
Namoa	5 h Westoby	Brit.	str.	862	July 31	Douglas Laiprak & Co.	
Ningpo	4 c Lass	Brit.	str.	761	July 31	Stimson & Co.	
Pendro	2 h Cain	Brit.	str.	652	July 31	R. Stevens & Co.	
Prian	5 c Butler	Brit.	str.	1572	July 31	W. & A. & Co.	
Quinta	5 c Thomson	Brit.	str.	874	July 31	Barnard Schellhas & Co.	
Sea Oull	5 h Hayden	Brit.	str.	48	Mar. 24	China Traders Insurance Co.	
Volga	5 c Guiraud	Feb.	str.	95	July 29	Messageries Maritimes	
Washi	5 c Hunter	Brit.	str.	285	June 2	Landstein & Co.	
Wattung	5 c McDougall	Brit.	str.	286	July 17	Kwok & Cheong & Sons	

Vessel's Name.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Sailing Vessels							
Abiel Abbot	7 c Chas	Am. Sm. ac.	589	June 18	Russell & Co.	New York	
Agueor	8 c Taylor	Am. ac.	1187	June 20	W. & A. Co., Limited	London	
Alexa	3 h Robb	Brit. bps.	425	July 28	Barnard & Co.	London	
Alva	2 h ouz	Port. sh.	692	July 30	W. & A. Co.	London	
Annie S. Hall	2 h Nelson	Am. bktime.	652	July 24	Chinese	London	
Argo	3 c Wrightson	Brit. bps.	611	July 24	Chinese	London	
Blackadder	7 c Allan	Brit. sh.	917	July 20	Carlowitz & Co.	London	
Carl Ritter	4 h Jager	Ger. bps.	596	July 29	W. & A. Co.	London	
Carrioka	3 c Jones	Brit. bps.	616	July 22	Gibb, Livingston & Co.	London	
Chango Wattana	2 h Ulrich	Brit. sh.	666	July 14	Chinese	London	
Chirnum	3 c Beadla	Brit. sh.	1845	June 2	Vogel & Co.	London	
Clifton	3 c Davies	Brit. bps.	380	June 5	Rozario & Co.	London	
Clydesdale	4 c Hatfield	Brit. sh.	1823	June 28	Vogel & Co.	London	
Conqueror	4 h Jodt	Amor. sh.	1621	July 24	Barnard & Co., Limited	London	
Elio	3 c Winters	Brit. sh.	594	July 27	Stimson & Co.	London	
Evening Star	7 c Logan	Brit. bps.	372	July 27	Meyer & Co.	London	
Fabius	3 c Davidson	Brit. sh.	636	July 20	Back Me Hop	London	
G. F. Muntz	7 c Stenzel	Amor. bps.	924	May 30	Vogel & Co.	London	
General Fairchild	3 c Kelly	Amor. bps.	1277	June 20	Russell & Co.	London	
Helen	3 h Hodge	Brit. bps.	499	July 31	Arnold, Karberg & Co.	London	
Helen Marion	3 h Roberts	Brit. bps.	493	July 31	P. & O. Wharf	London	
Herman Lohmkuhl	3 h Hodge	Brit. bps.	1809	July 27	Douglas Laiprak & Co.	London	
Herman	3 h Meyer	Brit. bps.	950	July 30	Edmund Schellhas & Co.	London	
Jamaica	7 c Witt	Brit. bps.	689	June 18	Arnold, Karberg & Co.	London	
John R. Stanhope	7 c Madden	Brit. bps.	849	June 18	Russell & Co.	London	
Kelga	3 h Pillsbury	Amor. bps.	407	July 30	Order	London	
Kiska	3 c Oberg	Brit. bps.	559	July 27	Chinese	London	
Laskar	3 c Kaemena	Brit. bps.	709	June 27	Stimson & Co.	London	
Loonora	3 c Peterson	Amor. sh.	149	June 26	Russell & Co.	London	
Lulu	4 h Maler	Brit. Sm. ac.	378	July 30	Order	London	
Magenta	7 c Folker	Brit. sch.	827	June 14	Adams, Bell & Co.	London	
Myranwy	3 h Braybrooke	Brit. bktime.	162	July 28	Order	London	
Niagara	3 h Kuhlmann	Ger. bps.	920	July 27	Order	London	
Norwegian	3 c Kaemena	Brit. bps.	709	June 27	Stimson & Co.	London	
Princess Amado	3 c Lusk	Brit. sh.	360	July 27	Edmund Schellhas & Co.	London	
Raphael	3 c Lusk	Brit. sh.	1692	June 23	P. & O. S. N. Co.	London	
Rosio Welt	3 c Lusk	Brit. sh.	1497	June 23	Vogel & Co.	London	
South America	3 c Knolls	Amor. sh.	1762	July 27	Russell & Co.	London	
Spartan	3 h Vincent	Amor. sch.	81	Aug. 2	W. H. Ray	London	
Succoa	3 c Kyror	Amor. bps.	493	July 18	Chinese	London	
Ta Lee	3 c Stolze	Ger. bps.	342	July 28	Stimson & Co.	London	
Tartar	3 h Kaemena	Ger. bps.	256	July 27	Stimson & Co.	London	
Tek Li	3 h Petersen	Ger. bps.	350	July 30	Stimson & Co.	London	
Trio	3 h Baker	Dutch bps.	263	July 27	Stimson & Co.	London	
Valley Forge	3 c Doane	Brit. sh.	1246	July 27	Barnard & Co., Limited	London	
Wandering Minstrel	3 c Stewart	Amor. sh.	360	July 20	Arnold, Karberg & Co.	London	

Mem-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Crayser	6 c	Russian	corvette	1500	7	.....	July 28	Nazimoff
Lai Yak	6 c	Annam	gunboat	.....	.....	.....	June 21	Yuen Wan Tong
Maneane	6 c	British	military hospital	2691	4	.....	.....	.....
Pong-ehai	6 c	British	gunboat	405	4	.....	.....	.....
Vicor Emanuel	6 c	British	revenue cruiser	60	4	.....	July 31	.....
Wivern	7 c	British	Commander's flag-ship	3087	20	.....	.....	Commander Smith
			turret-ship	.....	4	360	June 2	John G. Jones

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Loahang	700	Ogston	Butterfield and Swire
Kin Shan	457	Hoyland	H. C. & M. S.-boat Co.
Kin Kiang	617	Bennett, T.	H. C. & M. S.-boat Co.
Powan	1890	Oary	H. C. & M. S.-boat Co.
Sir J. Jeejeebhoy	184	.....	K. Achong & Sons
Spark	140	Lokvour	H. C. & M. S.-boat Co.
Tung Ping	314	.....	H. C. & M. S.-boat Co.
White Cloud	250	Bennett, A.	H. C. & M. S.-boat Co.
Yotai	180	Brown	K. Achong & Sons

FOOCHOW SHIPPING IN PORT.

July 24, 1880.

Merchants Steamers.

Merchants Sailing Vessels.

Men-of-war.

Shipping in Shanghai Harbour.

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	221	7	70	J. Godall
Chen-jui	80	3	20	A. Walker
Chen-to	221	7	70	Stewart
Ching-on	120	2	40	Chinese Admiral
Ching-ping	6	60	.....	.....
Chung-tung	150	2	40	Chun H. Hu
Li-sha	80	4	20	Read
Peng-chou-hai	600	4	120	C. H. Palmer
Shen-chi	120	4	40	Li Ping Tye
Shen-shi	180	6	60	J. H. Wade </td
Sui-tung	160	4	60	J. E. Murray
Tsing-tung	180	6	60	Bosand
Ting-ping	100	8	40	Ching

MERCHAND SHIPPING VESSELS.

Grand Duc Constantin

Merchants Sailing Vessels.

Men-of-war.

Shipping in Shanghai Harbour.

Shipping in Shanghai Harbour.

HONGKONG MARKET PRICES.

Corrected to Saturday, July 31st, 1880.

At 1080 Cash per Dollar Mexican.

Paiza Highest. Lowest. Cash. Cash.

Chinese Names.

Butcher Meat.

Bacon, English, . . . lb.	350	300
" Am. Sugar cured, . . .	225	200
" Foochow, . . .	200	170
Beef, sirloin and prime cut, . . .	180	160
Beef Corned, . . . catty	140	130
" Roast, . . .	170	150
" Soup, . . .	100	90
" Steak, . . .	170	150
Bullocks' Brains, . . . per set	50	40
" Tongue, fresh, each	303	270
" " corned, . . .	303	270
" Head, . . .	750	700
" Heart, . . .	140	120
" Hump, Salt, . . . catty	140	130
" Feet, . . . each	50	45
" Kidneys, . . .	80	60
" Tail, . . .	110	100
" Liver, . . . catty	90	80
" Tripe (undressed) catty	55	45
Calves' Head and Feet, set	701	600
Hams, American, . . . lb.	300	270
" Chinese, . . .	200	180
" English, . . .	300	320
Mutton Chop, . . .	170	160
" Leg, . . .	170	160
" Shoulder, . . .	130	120
Pigs' Chittlings, . . . catty	70	60
" Feet, . . .	100	90
" Fry, . . .	110	100
" Head, . . .	90	80
" Heart, . . . each	60	50
" Kidneys, . . .	100	90
" Liver, . . . lb.	130	110
Pork Chop, . . . catty	140	130
" Corned, . . .	130	120
" Leg, . . .	140	130
" Fat or Lard, . . .	100	90
Sheeps' Head and Feet, set	420	400
" Heart, . . . each	55	50
" Kidneys, . . .	80	70
" Liver, . . . lb.	140	130
Sucking Pigs, . . . each	\$2.125	\$2.125
Suet, Beef, . . . lb.	120	110
" Mutton, . . .	110	100
Sweet Bread, . . . catty	140	130
Veal, . . .	150	140

Fowl.

Capons, . . . catty	250	220
Doves, . . . each	110	100
Ducks, . . . catty	130	120
Eggs, Hen, . . . doz.	100	90
" Duck, . . .	100	90
" Salt, . . .	100	90
Fowls, . . . catty	180	170
Geese, . . .	120	110
Partridges, . . . each	320	300
Pigeons, . . .	160	150

Province, Canton, live per pair \$1.50 —
Rabbits, live, Canton . . . each 700 600
Turkeys, Cock, . . . catty 500 400
" Hen, . . .

Fish.

Bombay Ducks, . . . per hundred	200	180
Bream, . . . catty	90	80
Carp, . . .	90	80
Catfish, . . .	50	40
Codfish, Salt, . . .	180	150
Crabs, . . .	100	60
Cuttle Fish, . . .	70	60
Dace, . . .	60	50
Dog Fish, . . .	60	50
Eels, Congor, . . .	50	40
" Fresh water, . . .	120	110
File Fish, . . .	70	60
Frogs, . . .	180	160
Fresh Fish, Large, . . .	120	110
" Small, . . .	90	80
Garoupa, . . .	160	150
Gudgeon, . . .	100	90
Gurnard, . . .	110	100
Haddock, . . .	90	80